EAST BAY EXPRESS

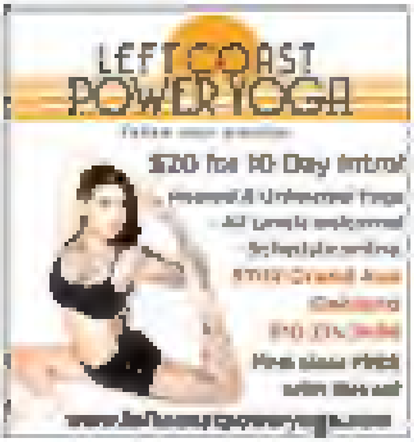
SEPTEMBER 9- | WEEKLY SINCE 1978 | EASTBAYEXPRESS.COM



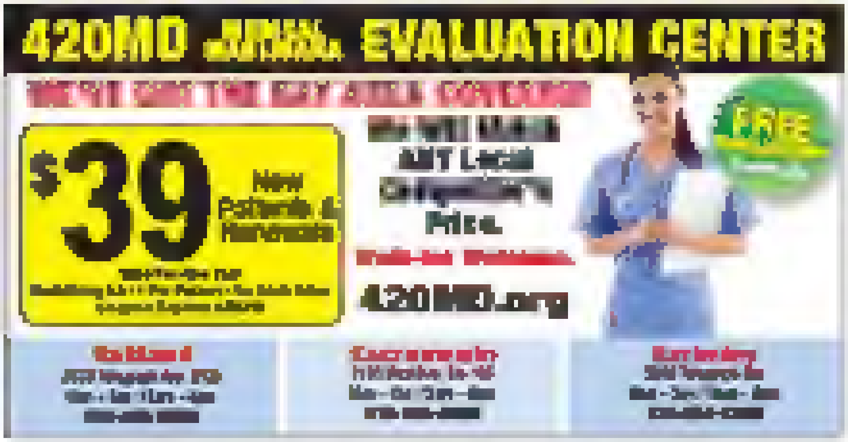
CENTRAL SERVICES

*page 18

INSIDE: See our feature story, *"One Big Spill,"* page 12, and the news story, *"A Sea Change in Emeryville,"* page 7.









CONTENTS

NEWS&OPINION

ARTS&CULTURE

FOOD&DRINK

MOVIES

MUSIC

EAST BAY EXPRESS

EDITORIAL

ART & PRODUCTION

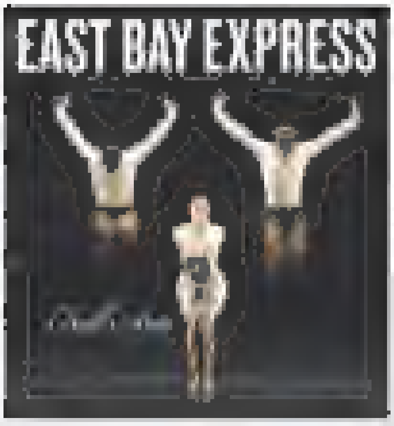
CIRCULATION

BUSINESS

ADVERTISING


EAST BAY OPEN STREETS
3rd Annual
Love
OUR LAKE DAY
SUNDAY
SEPT 20
11a - 4p
2 CAR-FREE MILES
LAKE MERRITT
WALK, BIKE, STROLL, DANCE THE LAKE
Oaklavia
Bicycle Music Fustival
Oakland Cycling Grand Prix
eastbayopenstreets.org

NEWS&OPINION



LETTERS

Thanks!

Port Trucks Are Clean

Nice Work!

We Need More Police Oversight

Police Are in Serious Denial

Blame City Hall

The Problem Is Kamio Isn't There

Would've Got Me, Too

Double Duchess Rocked!

Just Say 'No' to Coal

Where Are Our Political Leaders?

Par for the Course

Oakland's Backward Thinking

Instead of addressing climate change and dealing with the affordability crisis, the city's leaders remain stuck in the 20th century.

By Robert Gammon

Oakland's elected officials have long viewed themselves as progressive and forward-thinking. But when it comes to creating transit-friendly neighborhoods, building affordable housing, and protecting the environment, it's becoming increasingly clear that the city's leaders are way behind the curve.

As *Express* senior writer Sam Levin explained in a recent series of in-depth articles, Oakland is still stuck in the 20th century when it comes to transportation and the city's longstanding love affair with the automobile. Oakland has almost no money for affordable housing, and the city should be doing all it can to reduce greenhouse gas emissions, but instead, it's still mandating that developers promote car culture, requiring them to spend huge amounts of money on constructing large parking garages — that often end up sitting partially empty — right next to BART stations.

In fact, there are now several major developments in the city's downtown/Uptown area that feature an extreme oversupply of parking and very limited affordable housing. Two of them are large housing developments that will feature parking spots for basically every housing unit being built, while the other projects feature three new city-owned parking garages. The total amount of new public parking in the area? About seven hundred spaces (see "Building Downtown Oakland for Cars," 9/2).

Moreover, the amount of money being spent to accommodate cars is extraordinary. Some transit activists estimate that it costs developers $[illegible] to build a single parking space. That translates into a total of $[illegible] million for new public parking in Oakland's urban center, which is already served by BART and AC Transit, and which transit activists rightly note should be a bike- and pedestrian-friendly neighborhood — not one in which the car remains king.

Oakland, in short, is still engaged in backward thinking — especially unfortunate when the city is suffering an affordability crisis. Developers typically pass on the costs of parking to all residents of a building, regardless if they own a car or not, thereby ensuring that the new housing slated for downtown will be pricier than necessary. Moreover, Oakland is already the [illegible] most expensive city in the nation when it comes to rent prices. According to a new report from real estate site Zumper, the median price of a one-bedroom apartment in Oakland reached $[illegible] last month. And thanks to the city's outdated parking policies, those prices will likely soar even higher. Plus, Oakland's parking policies not only will worsen traffic in downtown because they'll attract more car owners, but they'll discourage those who have no interest in owning a car and would prefer to live a greener lifestyle.

"For most people, the reason they want to live in Uptown is because they don't own a car," [illegible], of the transit group TransForm, told Levin. "They are thinking, 'I can take BART to San Francisco for work. I can walk to restaurants and bars.' You want to encourage pedestrian activity and biking. But when you build parking, you induce driving."

Local transit activists also correctly point out that if Oakland's leaders were truly forward-thinking, they would jettison parking requirements for new housing built along and next to transit corridors. Instead of mandating a minimum number of parking spaces, Oakland should establish a maximum amount of parking — say [illegible] spaces per unit — along transit corridors in order to discourage car ownership.

Oakland also is way behind the times when it comes to financing affordable housing. The city not only has no requirement that developers include affordable units in condo developments (known as inclusionary zoning), it also has yet to enact an impact fee on apartment buildings to pay for affordable housing elsewhere. Berkeley, by contrast, has had an impact fee for [illegible] years — it's currently $[illegible] per unit. That is, developers must pay $[illegible] into Berkeley's affordable housing fund for every market-rate unit they build in the city's downtown. As *Express* staff writer [illegible] notes in the current issue, even Emeryville, which, for years welcomed market-rate-only development, now has an impact fee of $[illegible] per unit (see "A Sea Change in Emeryville," page [illegible]).

Oakland? It's still studying whether impact fees are a good idea while developers are jumping over each other for the chance to build market-rate housing in the city. Likewise, even though the courts have upheld the legality of inclusionary zoning rules, Oakland's leaders have shown no interest in establishing such rules here, despite the fact that inclusionary zoning would help to keep the city affordable.

There's also a lot more that Oakland could be doing to cope with the affordability crisis — which is arguably the single most important issue in the region. The city's leaders, for example, could be lobbying the California Legislature to amend state law so that Oakland can extend its rent control rules to newer buildings. And Oakland's elected officials could be pushing Governor Jerry Brown to create new funding mechanisms for affordable housing. But instead of promoting such forward-thinking, progressive ideas, Oakland City Hall remains stuck in the past.

[illegible]@eastbayexpress.com



A Business Hub for Weed Deliveries

Michael Mina, Tadich Grill, Charles Schwab, and Citibank have a new neighbor in the Financial district — the first ever shared workspace for medical cannabis delivery services.

By David Downs

[illegible]

Regulations Update

[illegible]

Author Showcase

[illegible]



NEWS

A Sea Change in Emeryville

The East Bay's tiny development powerhouse is rethinking how it grows, with an eye toward building more affordable and family-friendly housing and funding public services.

By Darwin BondGraham

[illegible]

estate transfer tax — more in line with what nearby cities impose. Realtors, many from out of town, fought the measure, but Asher and her colleagues won. The city now collects millions more from transfer taxes on big real estate deals and has been able to partially recover revenues lost when redevelopment dissolved.

Earlier this year, Asher proposed a 45-day moratorium on approvals for new real estate projects to give the city time to devise new policies. The proposal failed because of a massive pushback from builders and developers. Although Asher, Martinez, and Donahue voted for it, the measure needed four votes, instead of the normal three, to pass. And now many feel time is running out for the city to shape its future. According to city records, major development sites in Emeryville have dwindled to about six that are in the pre-approval stage. Thirteen properties across the city — encompassing 2,045 housing units and over 131,000 square feet of retail — are already in line for development. Their impact on the city is yet to be determined.

The city has implemented new impact fees for affordable housing, transit, and parks; a density bonus system to promote inclusion of affordable housing and other community benefits in large real estate projects; and requirements that developers build a housing mix friendlier to families, including more two- and three-bedroom units. Emeryville's housing impact fee, adopted last year, costs $20,000 for every market-rate unit in new buildings. Developers can choose to make 12 percent of the housing in their projects affordable instead of paying the fee. Under the density bonus system, if developers want to build bigger than would otherwise be allowed under zoning rules (and most do to maximize their profit), they must earn bonus points — accomplished mainly by adding affordable housing units and two- and three-bedroom units. Asher, Martinez, and Donahue say these carrots and sticks need to be strengthened before the next phase of the city's growth unfolds.

The blanket moratorium failed, but the council majority hasn't been afraid to push pause on big projects. In July, Asher, Martinez, and Donahue voted against finalizing a development agreement with City Center Realty Partners for a 482-unit apartment project that would add thousands of square feet of new retail space around the existing Public Market on Shellmound Street. The developer already has authorization to build much of the project, but was seeking a land swap with the city and permission to realign a street in order to gain more valuable real estate for housing and retail. Longtime councilmember Nora Davis and Mayor Ruth Atkin voted to greenlight the project. The council majority, however, objected to the fact that only 6.9 percent of the apartments, or 33, would be priced as affordable under the land swap, and that city staffers had watered down Emeryville's new family-friendly guidelines. Davis and Atkin insisted that if the developer were forced to pay the $20,000 impact fee, it would only finance sixteen affordable units on another site, therefore they felt the 33 units in the project was the best option.

During a recent council meeting, Mark Stefan of City Center Realty Partners was visibly upset about the delay and the possibility that his project might be required to add more affordable housing units, or pay a larger impact fee and add other public goods. "Time is money," Stefan told the council before it voted. "We must get started on building this project so it will reach a point where it's no longer economically viable." Stefan didn't return calls seeking further comment.

"I am very appreciative of the work Dianne and Scott and Jac do — they have good intentions," said Davis, in an interview. "But I'm wondering if they really looked at this whole process. To throw a monkey wrench in here hurts the city and ultimately it hurts our ability to get more affordable units."

Councilmember Martinez says she thinks the 6.9 percent affordable unit requirement is too low, as is the impact fee. Last Tuesday, the council convened a study session to consider upping housing fees to between $25,000 and $30,000, increasing the low-income housing percentage from 6.9 to 9.7, and strengthening the density bonus system so that more projects require bonus points to gain approval.

"The number that kept coming back to me is the percentage of below-market-rate units that we have in Emeryville right now," said Martinez at the study session, referring to the fact that only 11 percent of homes in the city are affordable for low-income residents. "If that number were to translate to a development impact fee with a focus on low-income homes, that translates to north of $30,000 for an impact fee," she said. To accommodate the needs of developers, Martinez said she supports a $28,000 fee.

"It's important to not slip back, to not lose what we have now in terms of our supply of below market-rate housing," Martinez said during the same study session.

Real estate developers voiced their opposition at the meeting. "We're very concerned that these proposed regulations will actually achieve the opposite of what Emeryville and the Bay Area really needs, which is more housing at all levels," said Lisa Vorderbrueggen, a representative of the Building Industry Association of the Bay Area, to the council. "These regulations will make it so much more expensive to build housing that developers have told you they will just walk away from the projects."

"Our project has been in the works since early last year," added Andrew Baker of Avant Development, which is hoping to build a 110-unit apartment building on the site of an abandoned office structure. "We've continued to work with the city to adapt to increased burdens imposed on the project and now it finds itself on the brink of nonviability."

Asher, Martinez, and Donahue don't believe the developers' threats. Martinez said she hopes City Center Realty Partners will be patient and work with the city to build a project that everyone can benefit from, and she acknowledged that hitting pause is uncomfortable. "We don't have a lot of chances left," said Martinez. "We've got the Public Market site, the Sherwin Williams site. These are some of our last chances at allowing a good number of units."

Send feedback to [illegible]@eastbayexpress.com

Latham Square Construction Interferes with Businesses

With the project expected to last through the end of this winter, some independent retailers say the city has not done enough to encourage foot traffic in downtown.



A 'People's Budget'

The Community Democracy Project is pushing a radical ballot initiative in Oakland that would give citizens the power to decide how to spend taxpayer funds.

By Nick [illegible]



[illegible]



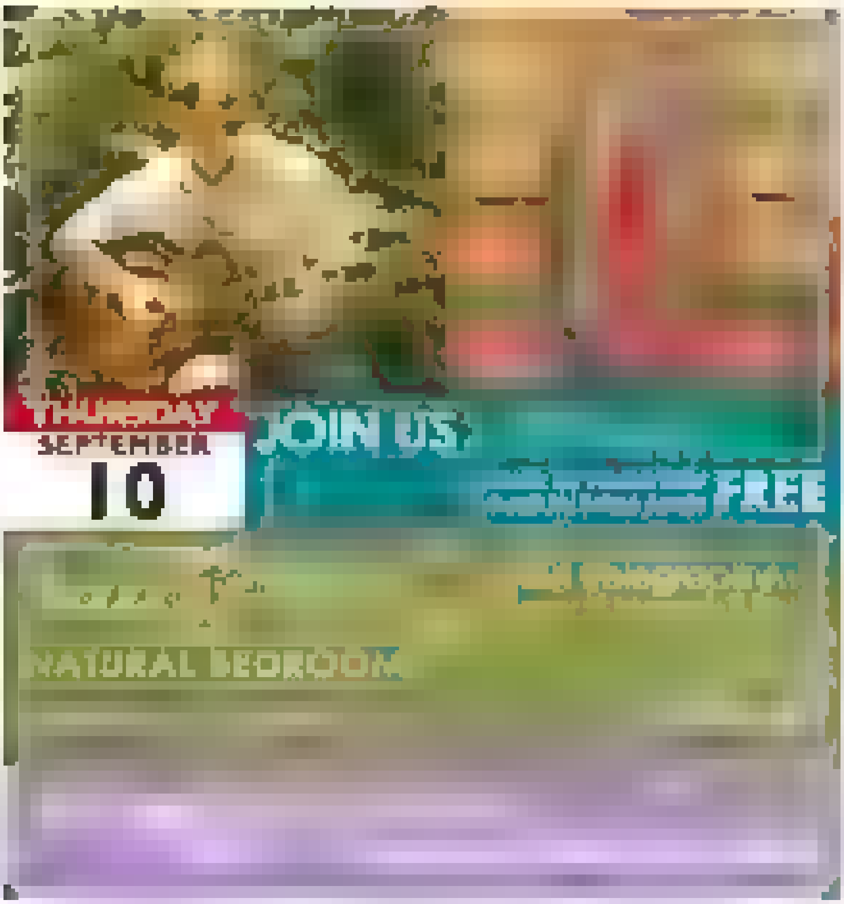
One Big Spill

PG&E's former gas plants are still leaching toxic chemicals into the soil and San Francisco Bay, possibly endangering human health and marine life.

By Nadine Sebai









and September of 1906, when workers quickly filled in Harbor Cove, a body of water next to the Marina District, with sand and sludge to make room for temporary reception buildings.

Before the earthquake, the owners of the Fillmore Street gas plant used the site as a dumping ground for toxic waste. According to Allen Hatheway, a geologist who specializes in waste cleanup of former MGPs, many plant owners built their facilities near the shoreline for this reason. "It was gas industry practice to put the plant in such a location so that they would have a ready means of disposal," Hatheway explained. "They simply wanted to get as close as they could to the shoreline." The locations of the North Beach and Beach Street MGPs also demonstrated this trend.

Many years later homebuilders replaced the temporary reception buildings that had been built on piles of sand and toxic MGP waste with residential homes. In fact, much of the Marina district, which is now one of the most affluent neighborhoods in the nation, sits on top of former MGP waste. And today, Marina Middle School is located right near where the Fillmore Street facility used to manufacture gas.

PG&E continued to operate other gas plants in the Bay Area until the mid-1950s, when the discovery of natural gas eventually led to the demise of the MGP industry. Manufactured gas was dead, but it left behind an unsettling legacy of highly contaminated soil and water.

For fifty years, PG&E did not address the toxic MGP waste generated from the North Beach, Fillmore, and Beach Street gas plants. But after the US Army Corps of Engineers discovered hazardous MGP waste in Pennsylvania while dredging a creek in 1980, the US Environmental Protection Agency launched investigations into all former gas plant sites across the country.

In California, the EPA placed the responsibility on state and local agencies to require gas plant owners to conduct adequate testing of soil and groundwater at all former gas plant sites to ensure the protection of human health and the environment. PG&E, under the oversight of the California Department of Toxic Substances Control ("DTSC") and the state Regional Water Quality Control Board (RWQCB), began establishing programs to test and remediate all former gas plants it owned in the Bay Area, including one at the Port of Oakland.

One of the many tests conducted was in 1991 at the San Francisco Marina Substation owned by PG&E and located at the former North Beach MGP site. The

soil and groundwater. In communications, in a report to regulators, PG&E stated that its tests revealed that the soil and groundwater at the substation were contaminated with hazardous chemicals called polynuclear aromatic hydrocarbons. But the company ultimately concluded that the toxic waste showed "no apparent threat to public health and the environment posed by a release of [illegible] at the site."

In a letter to the DTSC on November 18, 1991, the water board stated that it "strongly disagree[d] with PG&E's assessment." Water board officials requested that the DTSC urge the company to conduct additional soil and groundwater testing in and around the former gas plant area.

Polynuclear aromatic hydrocarbons (PNAs) — the hazardous chemicals found at the former North Beach gas plant — are a subset of a larger family of chemicals called polycyclic aromatic hydrocarbons (PAHs). They're a group of organic contaminants that occur naturally in coal, oil, and gasoline. Once created, PAHs are difficult to get rid of, because they don't burn well, [illegible] and generally do not break down in water. The chemicals have been found to cause cancer in humans [illegible]. Additionally, PAHs are extremely harmful to marine life. After the Cosco Busan oil spill in 2007 dumped 53,000 gallons of heavy fuel oil containing PAHs into San Francisco Bay, herring egg samples collected in February 2008 by the US Fish and Wildlife Service found genetic abnormalities in herring in the spill areas. Before the spill, herring populations were already at their lowest on record, and fishermen stopped catching fish until populations began recovering in 2010.

On June 10, 1992, seven months after the water board strongly disagreed with PG&E's claim that the toxic chemicals at the former North Beach MGP site posed no threat, DTSC officials sent a strongly worded letter to the utility. "We disagree with the apparent conclusion by your consultant," wrote Donald Cox, chief of DTSC's site mitigation unit, "that the site is not a hazard and proposed no remedial action [illegible]."

By July 1992, PG&E changed its recommendation to regulators, stating its


Happy
Hound
FREE
Not sure which program is right for you?


GAME OF THRONES
SEPT 26 8PM
TOURETTES





to the evaluation report that "additional investigation" was needed regarding the presence and transport of chemicals in "soil and groundwater." PG&E conducted soil and groundwater testing five years later, in part, at the Gaslight Building (also owned by the company), next to the Marina Substation at the North Beach gas plant. The findings, according to the lawsuit, revealed "very high levels" of soil and groundwater contamination, particularly in groundwater where tests discovered a large amount of naphthalene, a type of PAH that is more water-soluble.

Groundwater is rainwater that seeps from soil and sediment. It's almost everywhere, flowing very slowly through sections [illegible] land, [illegible] to [illegible] will be contaminated. [illegible] explained, the water will become more contaminated by concentration [illegible] the closer [illegible] ground. The colored groundwater, in many cases, can eventually [illegible] of toxins.

The test at the Gaslight Building was the last time PG&E conducted a groundwater test at the North Beach MGP site. The company wouldn't test the soil nearby again until 2011.

In regard to testing groundwater at Clarke's home, the lawsuit filed against PG&E alleges the company refused to test because "the Clarkes do not drink the groundwater, and DTSC is not requiring PG&E to do such testing."

Clarke said PG&E's decision to not test the groundwater was "despicable" and "totally irresponsible."

"They have not been doing the right thing for a long time," he said.

Clarke first learned about the contamination on his property in [illegible] when PG&E sent a letter to him and others living in the North Beach MGP footprint. The letter stated the company was going to investigate the area for MGP waste. "I didn't know what that was," Clarke said.

PG&E officials and residents then [illegible] a number of open houses to discuss MGPs and what they were looking for. [illegible] of a property owner's home was [illegible], Clarke discovered [illegible] black rocks in his backyard while he was gardening. "Maybe this is what they're looking for," he recalled thinking. He placed the rocks in a plastic bag and gave it to a PG&E representative at the open house. PG&E documented it [illegible] and said nothing about contamination.

Within a few weeks, Clarke discovered another black rock, this time the size of a softball. He placed it in a shoebox, walked a few blocks to the Marina Substation, and informed the same representative of his discovery, he said. Soon after, PG&E sent an email to Clarke saying that the company wanted to meet with him. PG&E representatives and lawyers met at an office with Clarke at the Gaslight Building, the same building where PG&E had discovered soil and groundwater contamination [illegible] earlier. PG&E officials told him that they had tested the rocks and that it was definitely MGP waste, he said. "It was a [illegible] time for me," Clarke said. "From that time on, we knew we had to deal with it."

PG&E has taken [illegible] soil samples at Clarke's home during the past five years. The tests showed the presence of MGP residues on the property. [illegible] Smith, a PG&E spokesperson, in an email [illegible]. Clarke said he didn't agree with the terms of the cleanup, primarily because of PG&E's refusal to test the groundwater beneath his home.

[illegible] other properties besides Clarke's. PG&E has tested [illegible] properties since the company began the voluntary program in 2011, including areas of testing in public streets and sidewalks. The company has conducted remediation on [illegible] properties in the Marina District, meaning that PG&E either informed property owners or purchased the property [illegible] from the owner in order to excavate and [illegible] off the contaminated soil.

During the mid and late [illegible], the City of San Francisco [illegible] PG&E [illegible], which could have [illegible] effects on [illegible] in the area. In order to receive a permit for a [illegible] project, the city [illegible]



[illegible]






EXERCISE
OF THE WEEK
#6 – SWIMMERS





Central Services






LIZZ ROMAN
& DANCERS
This Beautiful Space




art show
rare bird
Sept 17th from 6 - 9 pm
Third Thursdays Piedmont Ave. Stroll

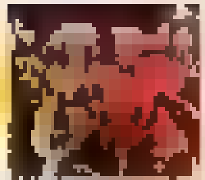


Etchings of Identity

By Sarah Burke

EAST BAY EXPRESS [illegible]

Berkeley Playhouse



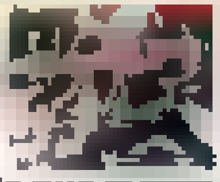
[illegible]



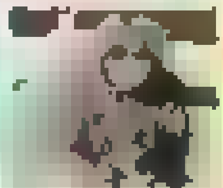
[illegible]



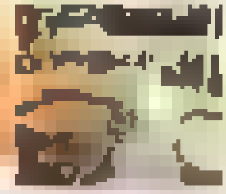
[illegible]



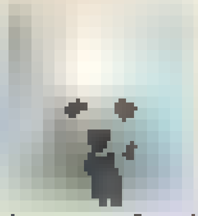
[illegible]



[illegible]



[illegible]



[illegible]



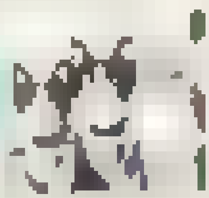
[illegible]



[illegible]



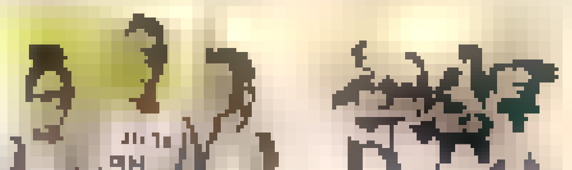
[illegible]



[illegible]



[illegible]



[illegible]



[illegible]

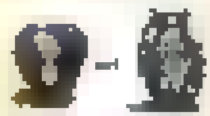






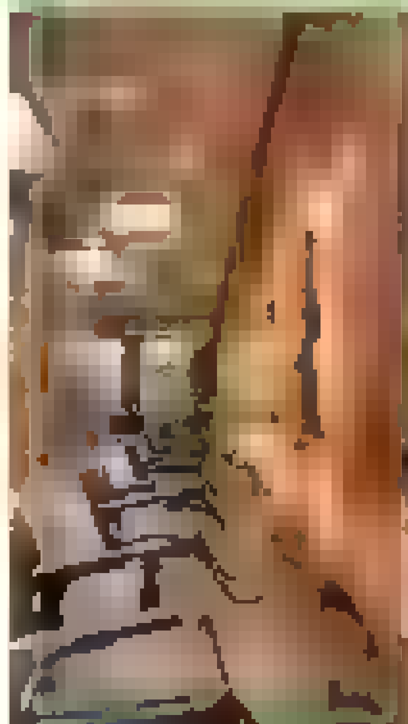










In Concert




BACK TO
SCHOOL
STUDENT
SPECIAL
ILOVENAMASTE.COM





Barriers Unraveled

trace the connections between border violence and police brutality in

By Natasha



Eurydice

More Listings Online





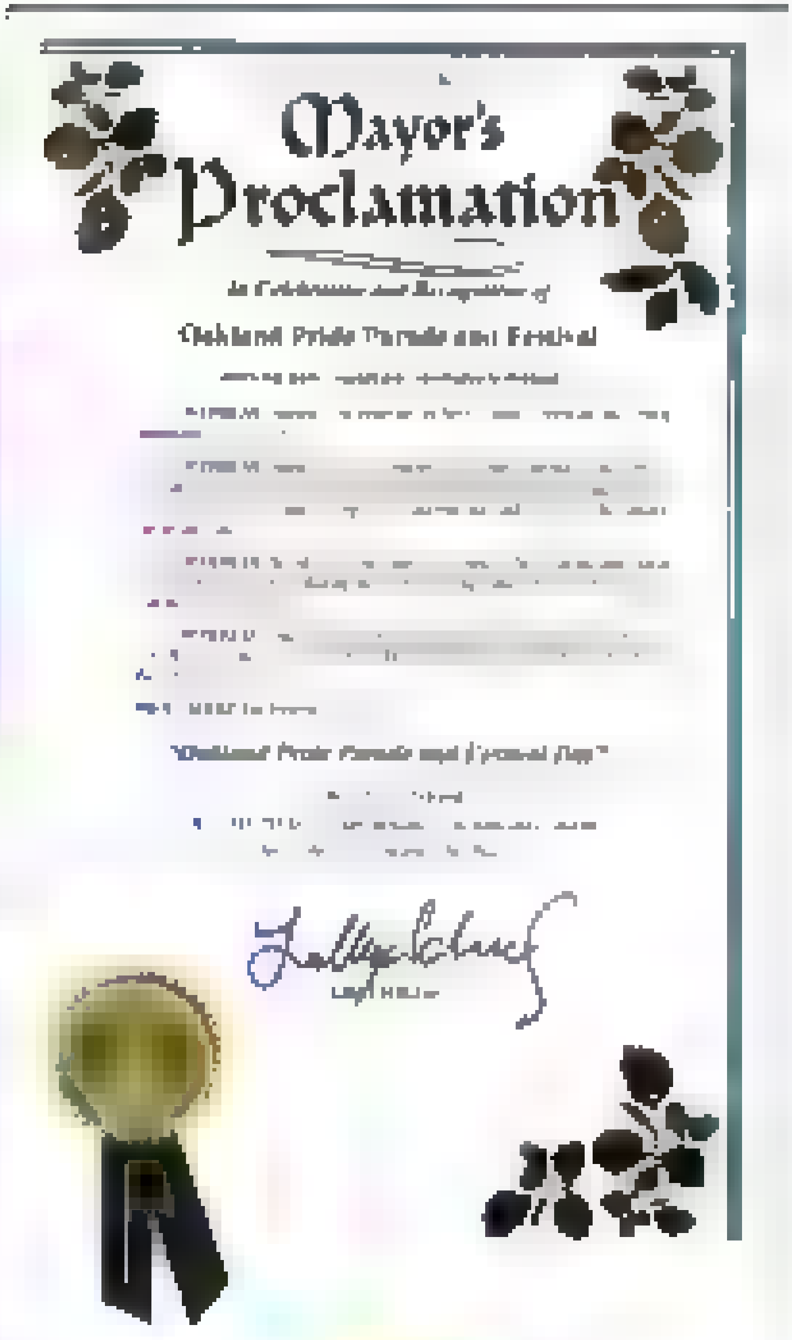

6th Annual
OAKLAND PRIDE
9.13.2015
GARCIELA BELTRAN
CORY ACTION
MICHEL'LE
RAQUELA
LILA ROSE
Parade starts 10:30am @ Broadway & 14th St
Festival 11am - 7pm @ Broadway & 20th St
www.OaklandPride.org



Mission Statement

Oakland Pride 2015 - 6 Years Strong

Oakland Pride Board of Directors



Oakland Pride

We ❤ Oakland Pride

OAKLAND PRIDE 2015 STAGES

Pride Stage

Womyn's Stage

Latin Stage

Community Stage



Oakland Pride

FESTIVAL

FOUR STAGES

LIVE ENTERTAINMENT

FAMILY & CHILDREN'S GARDEN (NEW & EXPANDED)

COMMUNITY HEALTH PAVILION

FOOD, BEVERAGE, ARTS & CRAFTS

COMMUNITY EXHIBITORS

$10 General Admission $5 Children Under 12

Message from Oakland Pride Board

Oakland Pride 2015 Grand Marshals

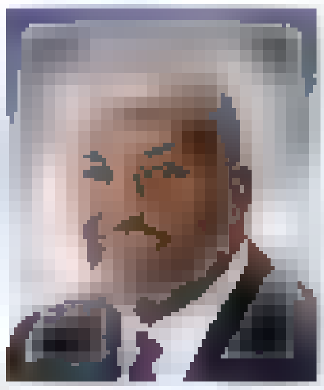
Celebrity Grand Marshal

Michel'le



Pride Partner Grand Marshal

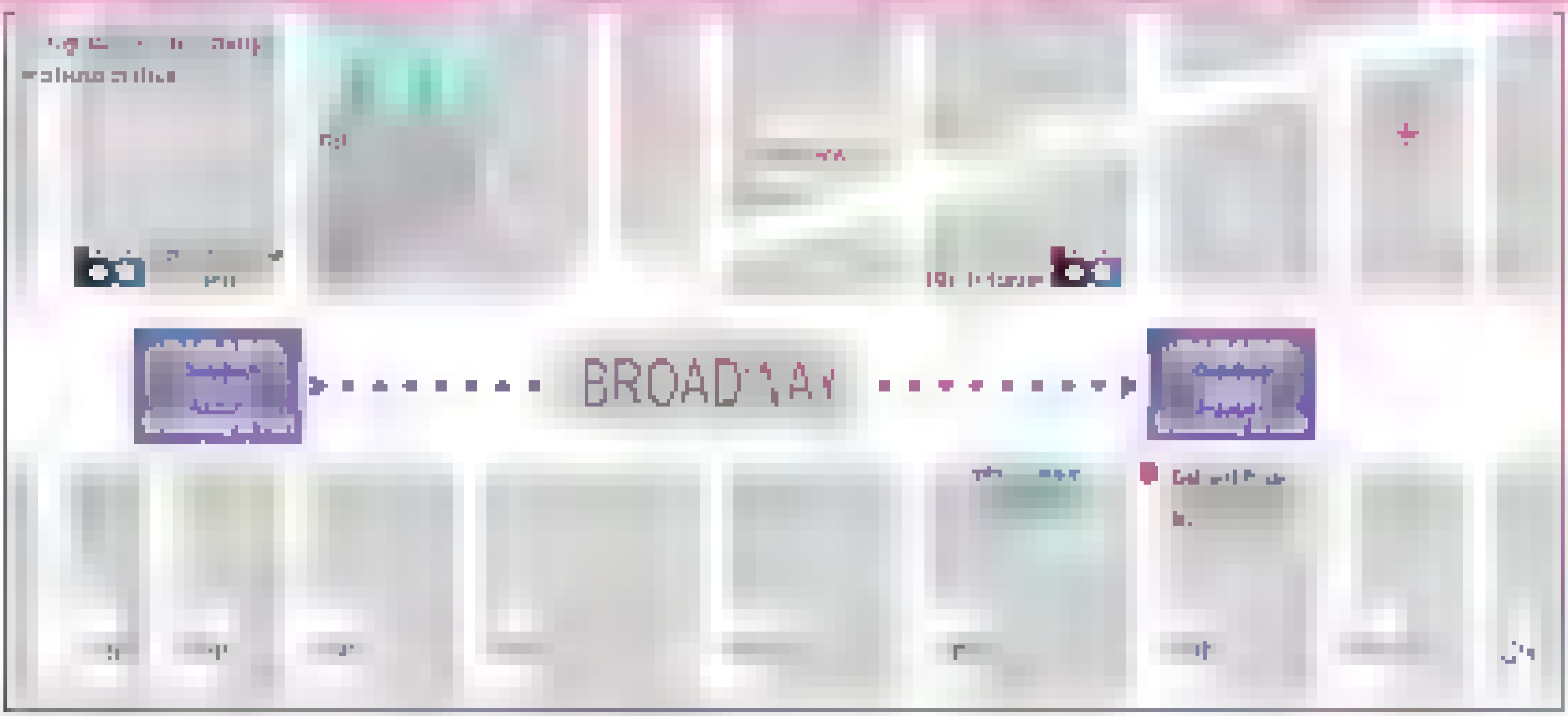
Bernard J Tyson



Youth Grand Marshal

Rafael Johns

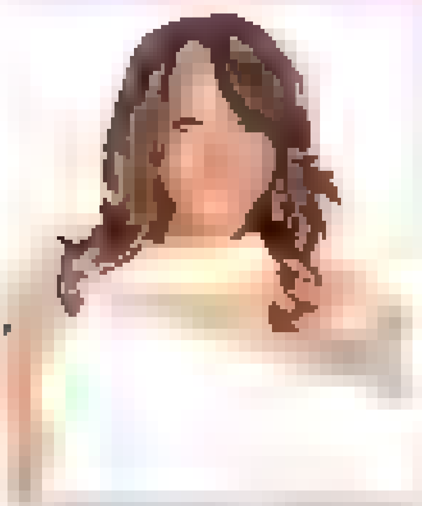




Oakland Pride 2015 Headliners

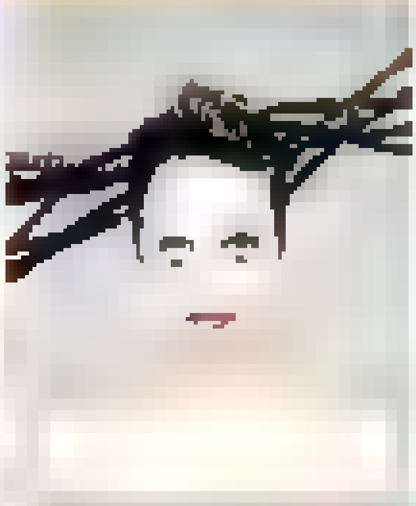
Pride (Main) Stage

Michel'le



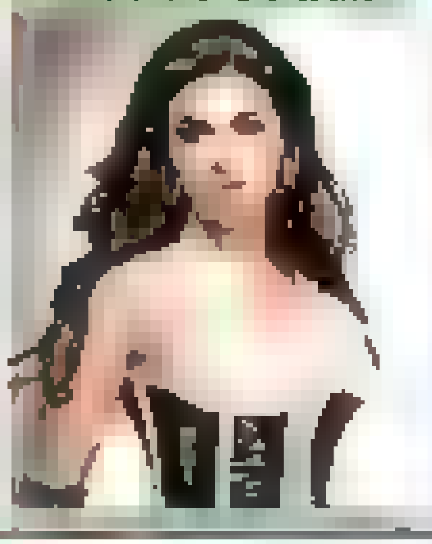
Womyn's Stage

Lila Rose



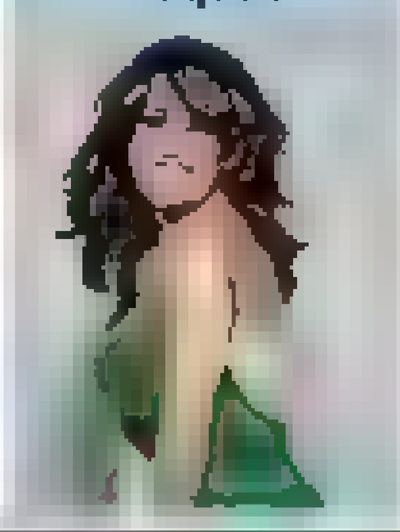
Latin Stage

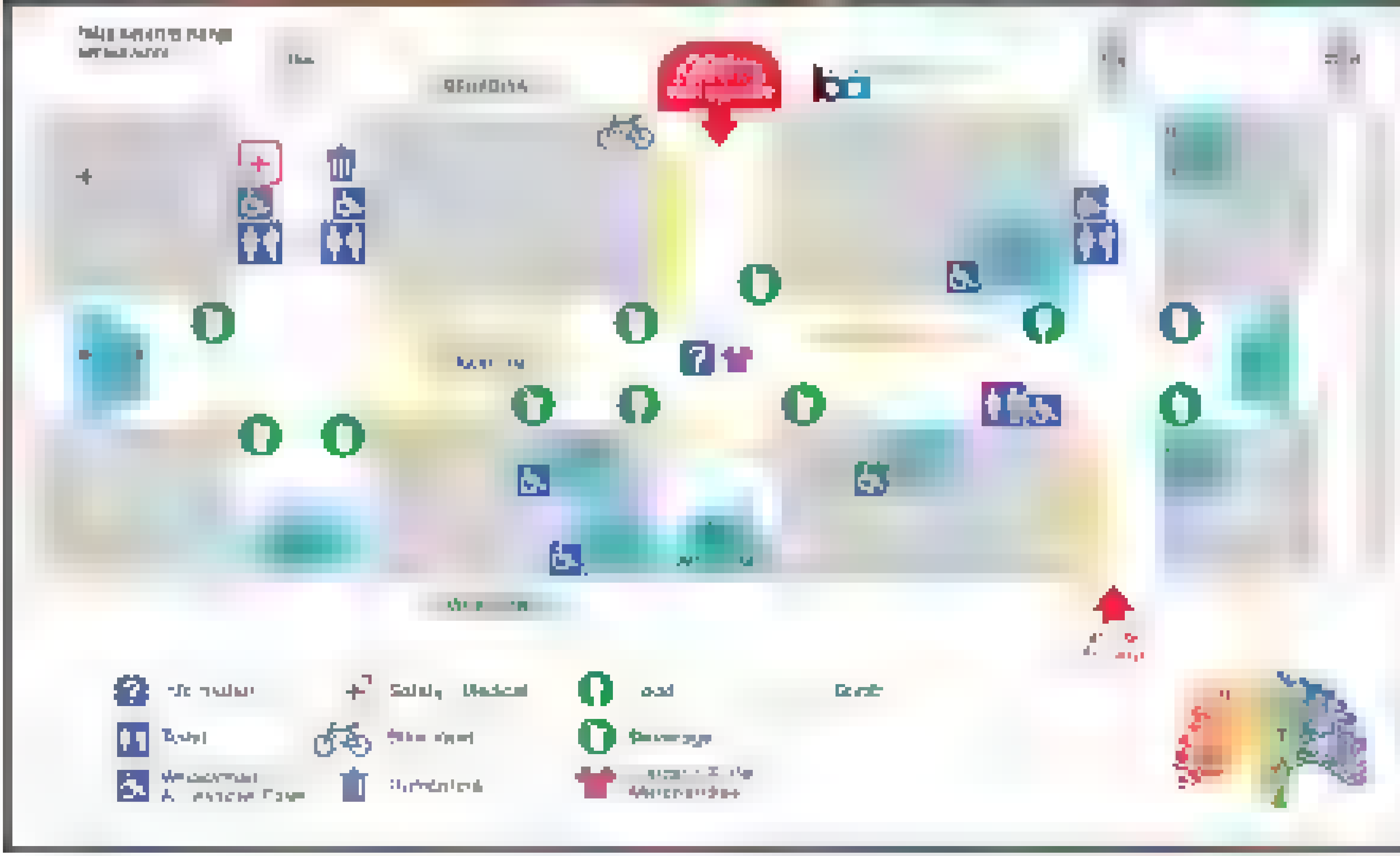
Graciela Beltrán

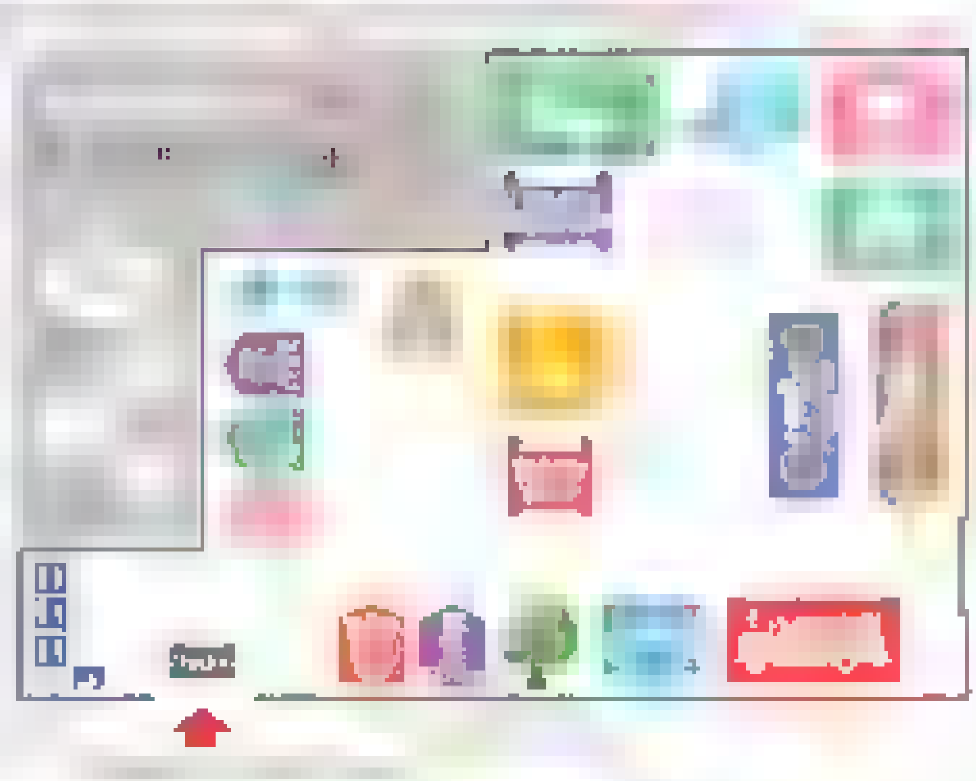


Community Stage

Raquela








THROUGH ANY STATE
THE ALL-NEW FIAT 500X
CROSSOVER
FIAT

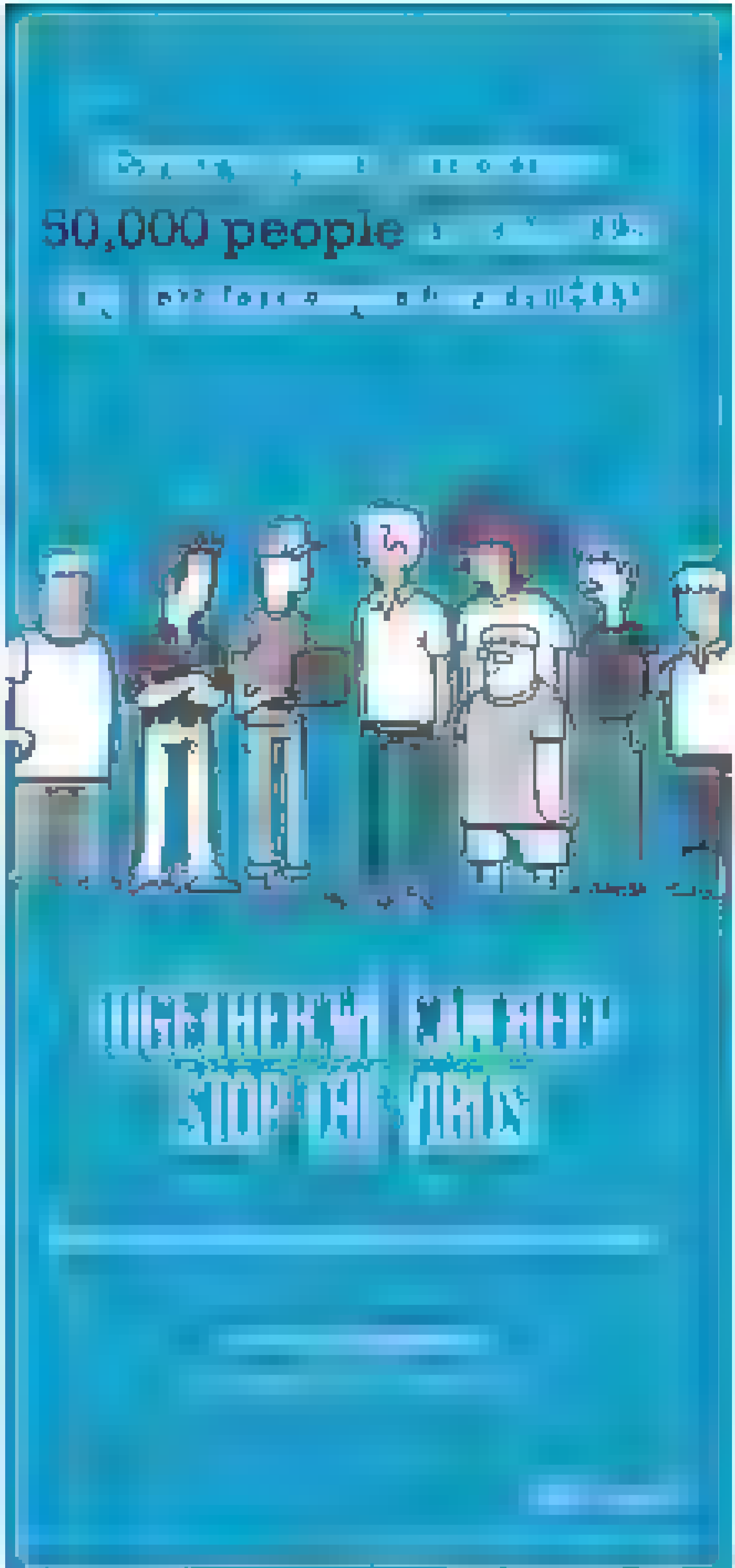

AFTER HOURS
FRIDAYS
SATURDAYS
HALLOWEEN 2015
DOWNLOAD THE CLUB 21 APP
CLUB 21
FRANKLIN STREET
OAKLAND, CA


OAKLAND'S
BAYSIDE
HOTEL OAKLAND
CLEARCHANNEL

TRIBUNE

TAVERN





Oakland Pride 2015 Sponsors

Lavender Sponsors

KAISER PERMANENTE

PANDORA

Blue Sponsors

EAST BAY EXPRESS

Horizon

Green Sponsors

Yellow Sponsors

GILEAD

Orange Sponsors

KTVU

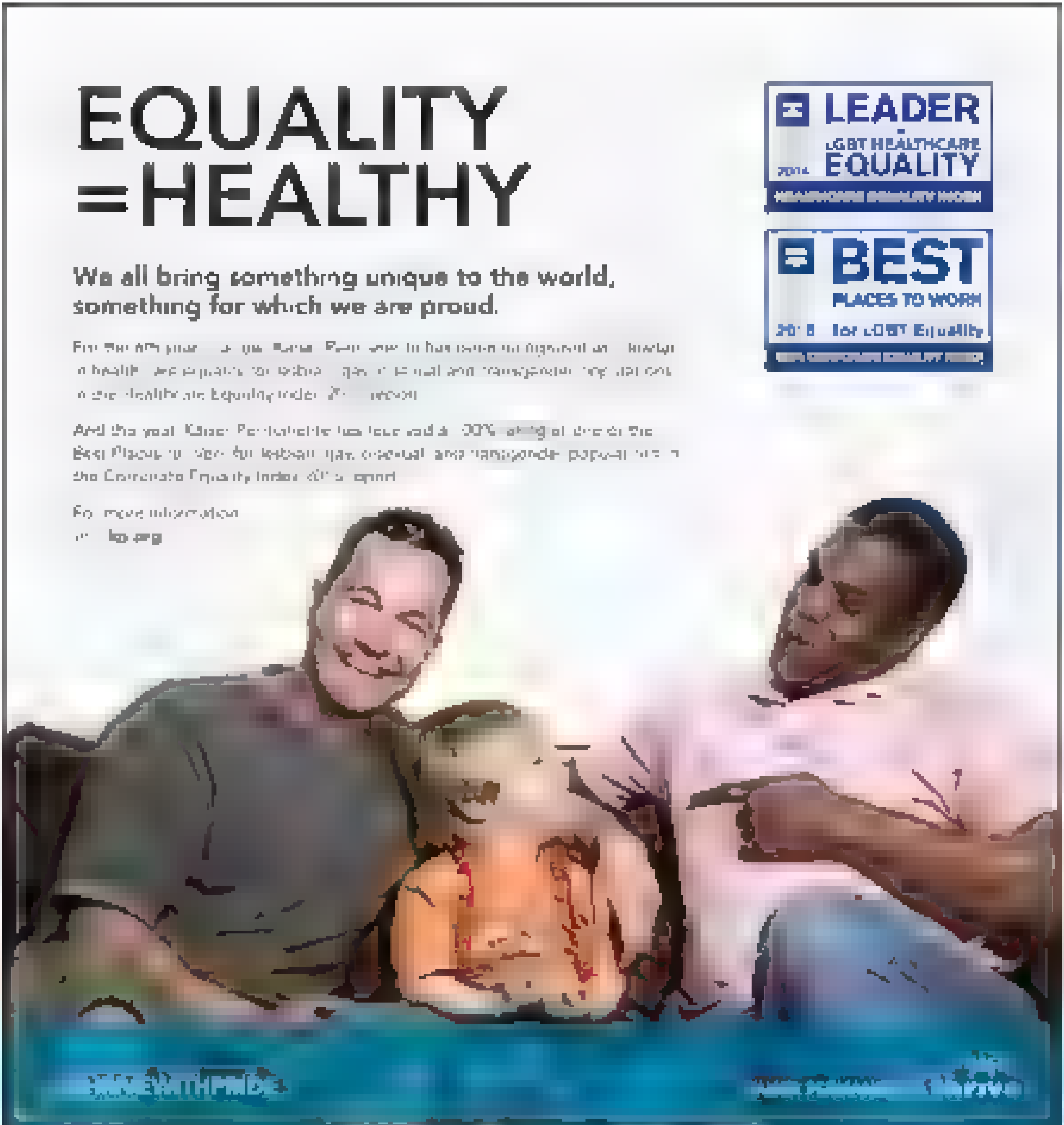
Bay Area Reporter

Red Sponsors

facebook

Supporters


HELLA PROUD
OAKLAND
PANDORA


EQUALITY
=HEALTHY
We all bring something unique to the world, something for which we are proud.
LEADER
in LGBT Healthcare
EQUALITY
BEST
Places to Work
for LGBT Equality

Border Zone

Guillermo Gómez-Peña's 'Imaginary Activism' and La Pocha Nostra disrupts boundaries at UC Berkeley.

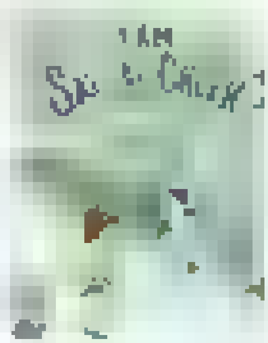
By Sarah Burke





DESIGN
WITH GLASS

Nomadic Press and Oakland Urban Paths Reading with Melissa Reyes





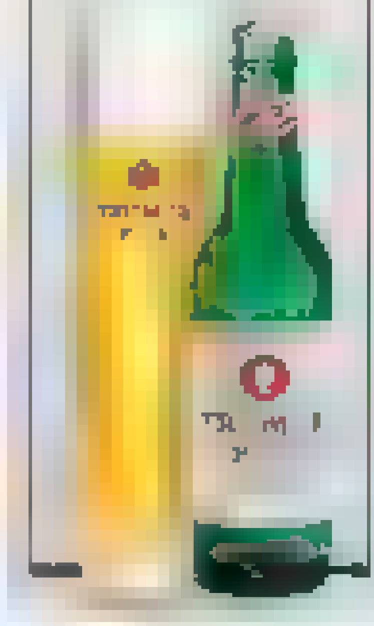
A SoCal Office Lunch

The search for a California burrito leads to an office park in Alameda

By Luke Tsai

Oscar's Grill

Sample Menu






KOUZINA
Kouzina is now open!
GYROS•SALADS•PLATES


BARLAGO
1/2 Off nights
Tuesday - pizza
Wednesday - burgers
Thursdays - pitchers of
beer and large carafes of wine


Saturday Oct. 3
Oaktoberfest
in the
Dimond
Craft Beers
Great Food
Live Music
Limited tickets
Online only
EAST BAY EXPRESS
Rocket
SAFEWAY
bank
citrix
Oakland

All Aboard the Wine Soul Train

A tour of Black- and Latino-owned wineries offers an antidote to #LaughingWhileBlack.

By Luke Tsai



Mexican Restaurants in Alameda and Berkeley

Cactus Taqueria

Casa Latina

Comal

Flacos

Fonda Restaurant and Bar

Juan's Place

Full Reviews Online

La Penca Azul

Los Cilantros

Otaez Restaurant

Picante

Tacubaya

El Mono

Overland Country Bar & Restaurant

King Tsin

Kou Kou Corner

Chowhaus

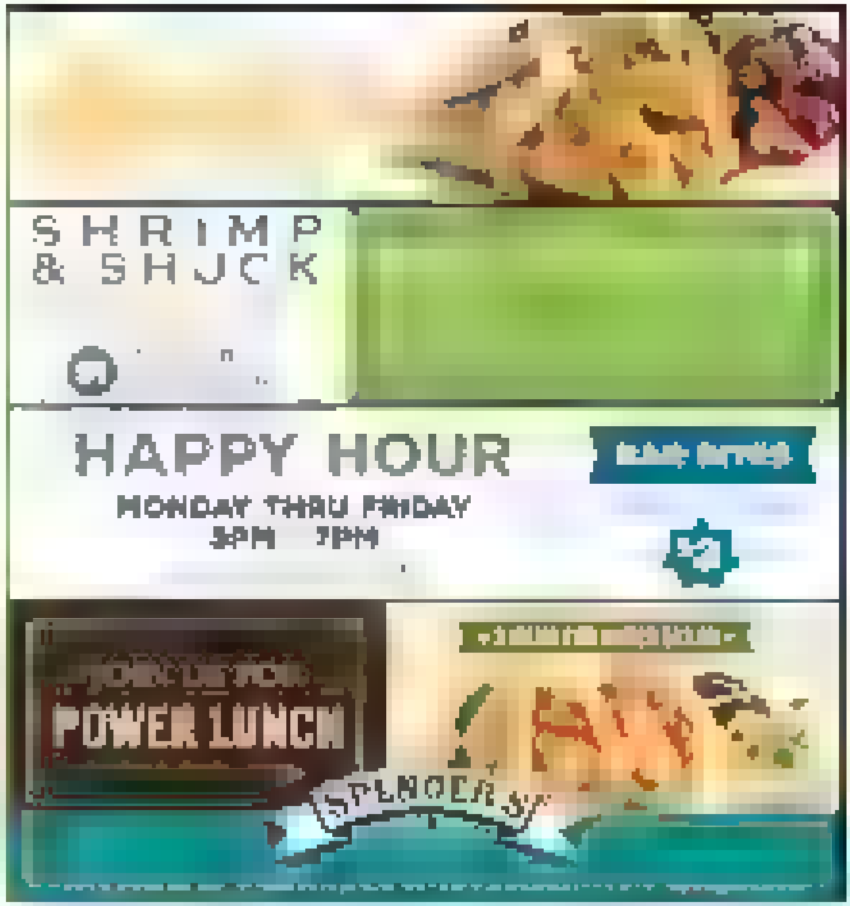
Taqueria Talavera

Venus

Price Key



oakland grown
OAKLAND
INDIE
SCAVENGER
HUNT
REGISTER YOUR TEAM



SHRIMP
& SHUCK
HAPPY HOUR
MONDAY THRU FRIDAY
3PM – 7PM
BAR BITES
JOIN US FOR
POWER LUNCH
SPENGER'S



PIEDMONT
GROCERY
Serving The Many Tastes Of Our Community
For Over 10 Years
Monday – Saturday 9AM to 8PM
Sunday 9AM to 7PM
4038 Piedmont Ave. • Oakland CA 94611



HAPPY HOUR
MARTINIS
&
LATE NIGHT
PUNCH BOWLS









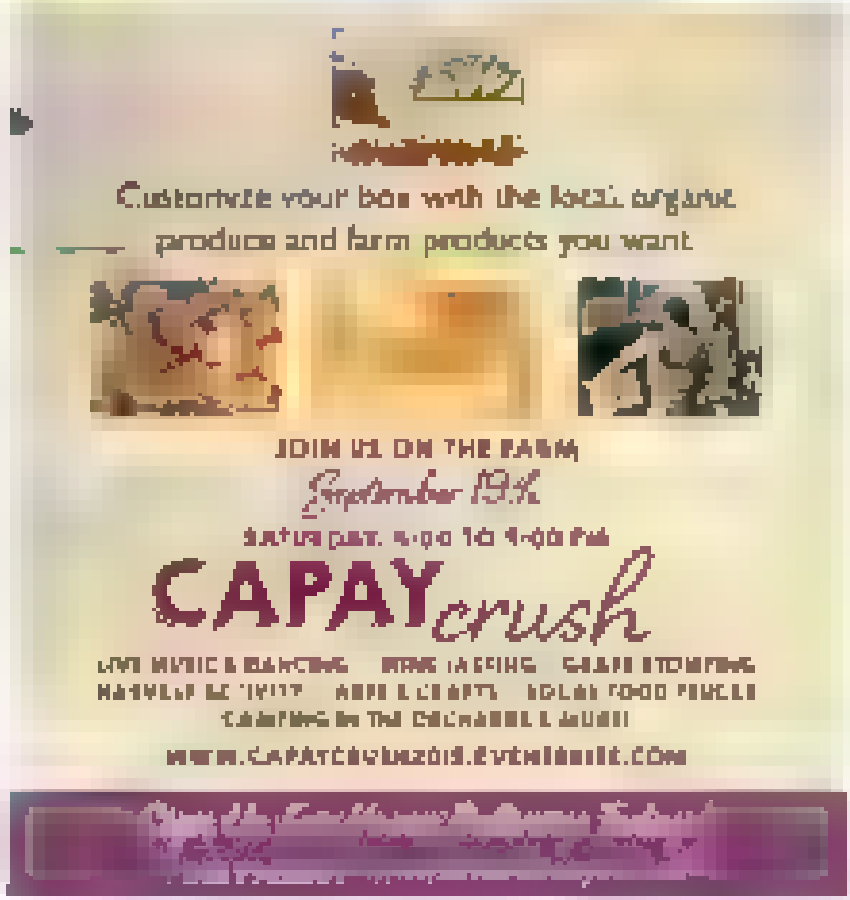
Build Your Own Outdoor Smoker




DRAKES BREWING
BARREL HOUSE
TAP ROOM ... RETAIL SALES
OPEN AT NOON DAILY
Brew! KITCHEN


FLAVOR BRIGADE
Buy one
Broad Street
Bbt: Get one
FREE!
3540 Fruitvale Ave, Oakland


We now offer outdoor seating - bring your dogs to dinner
encuentro
Organic vegetarian and vegan cuisine with an
always interesting, unique wine and beer selection
Jack London Square, Oakland


Customize your box with the local organic
produce and farm products you want
JOIN US ON THE FARM
September 19th
CAPAY crush

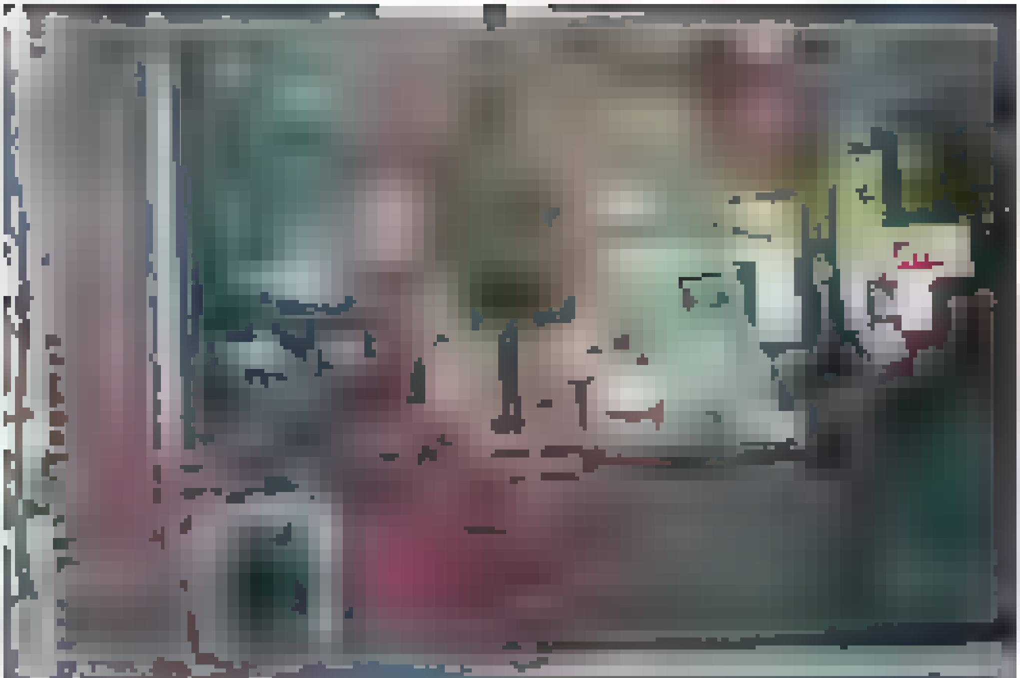
Beautiful Losers



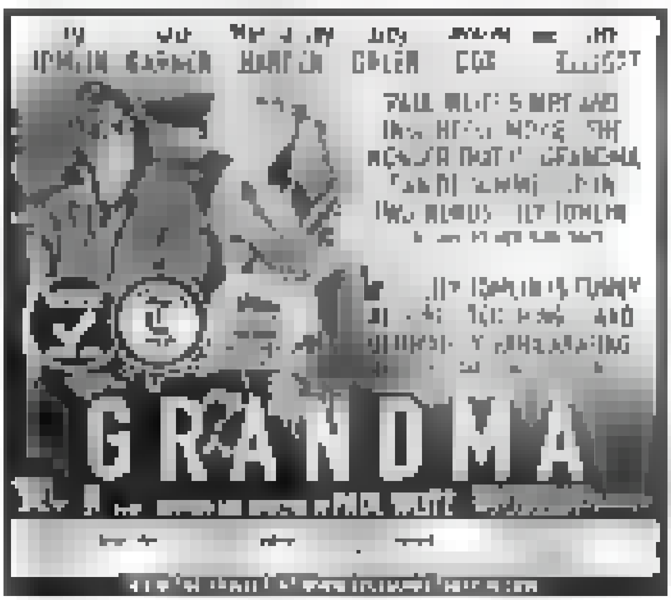
Time Out of Mind

The Transporter Refueled

Showtimes Online



Showtimes Online





MOVIE THEATER DIRECTORY



ONE-NIGHT STANDS

LANDMARK THEATRES

ALBANY TWIN

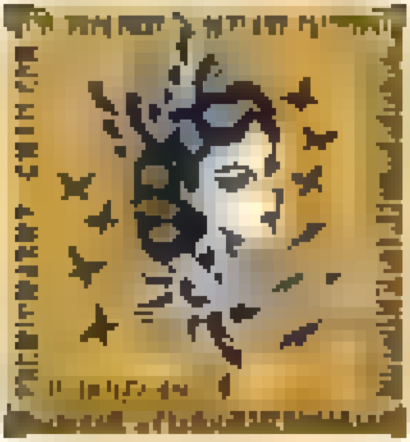
CALIFORNIA

PIEDMONT

SHATTUCK

SCENE

ELMWOOD

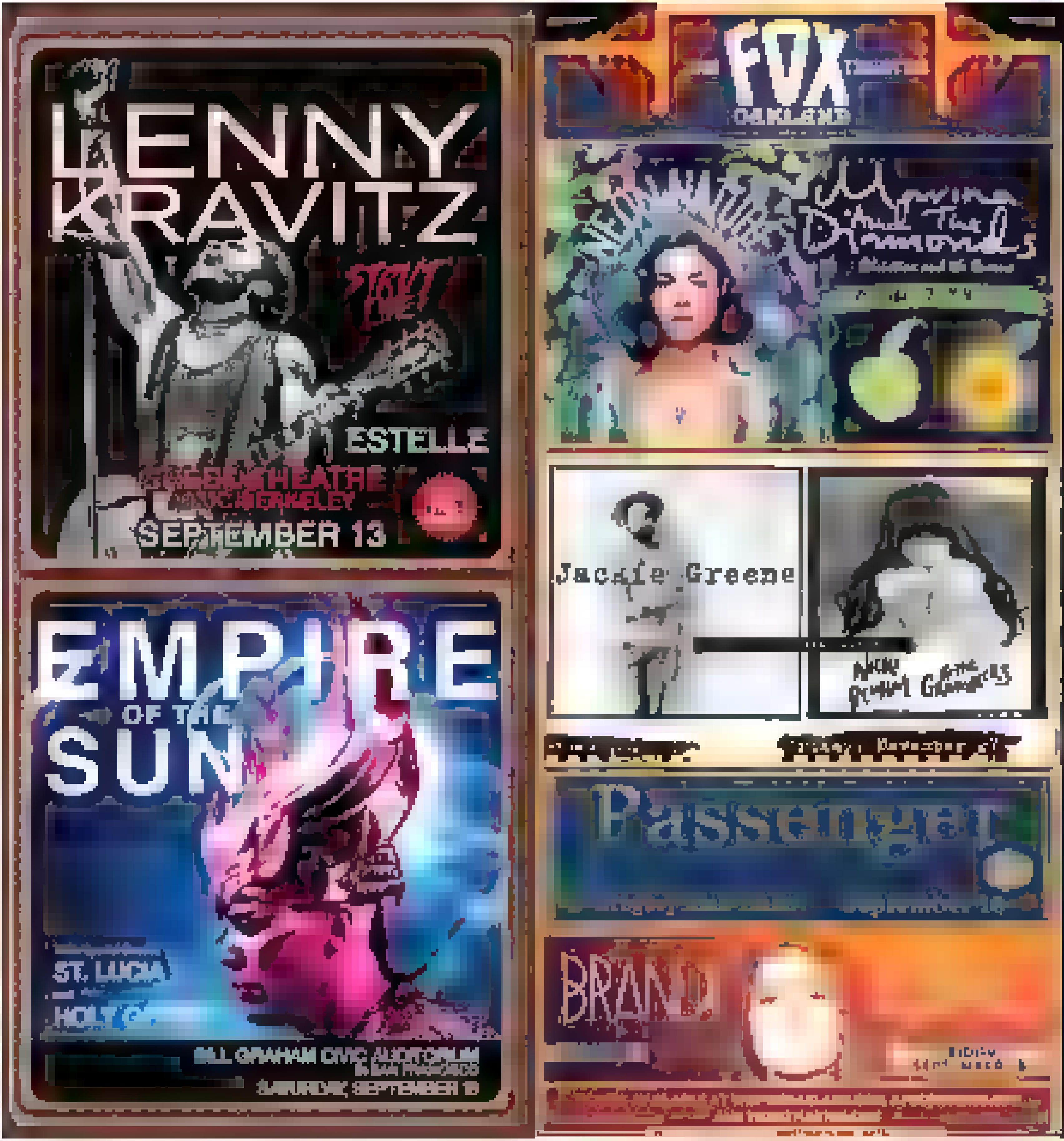






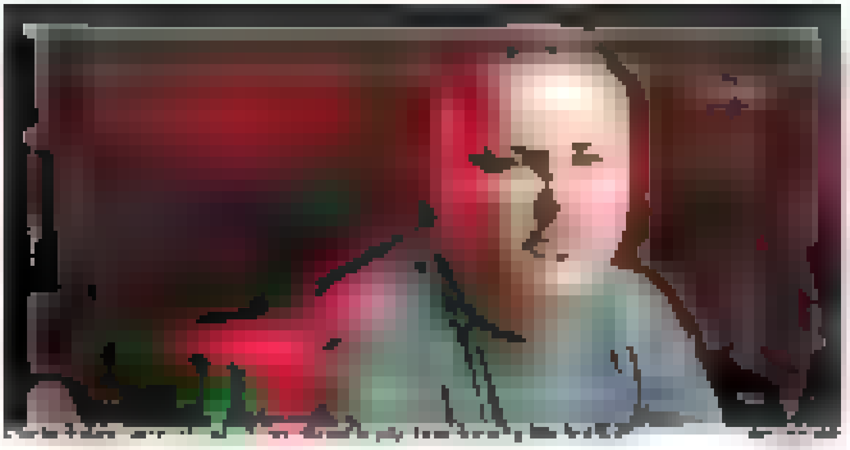
They Came from Down the Street





LENNY KRAVITZ
ESTELLE
SEPTEMBER 13
EMPIRE OF THE SUN
ST. LUCIA
BILL GRAHAM CIVIC AUDITORIUM
FOX OAKLAND
Marina and the Diamonds
Jackie Greene
Passenger











Oakland Club Defiant in Copyright Battle


GOLDLINK
GHOST & THE CITY
STARSHIP CONNECTION
J-DEEZ



THURSDAY 10

Blues, Folk, & Country

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

World, Latin, Reggae, & Reggaeton

Blues, Folk, & Country

Jazz, Lounge, & Cabaret

Rock & Pop



Shannon & the Clams

San Francisco Electronic Music Festival

Try the Pie and All Dogs

FRIDAY 11

Blues, Folk, & Country

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip Hop

VENUE DIRECTORY EAST BAY

World, Latin, Reggae, & Reggaeton

Blues, Folk, & Country

Experimental & Avant-Garde

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

SATURDAY 12

Blues, Folk, & Country

Classical & Opera

Experimental & Avant-Garde

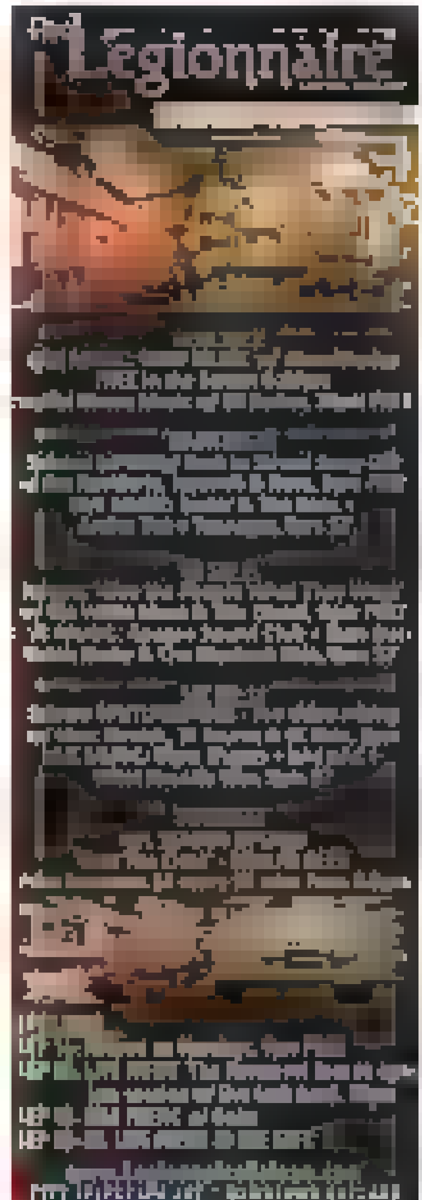
Jazz, Lounge, & Cabaret

Rock & Pop









Soul, Funk, R&B, & Hip-Hop

World, Latin, Reggae, & Reggaeton

Blues, Folk, & Country

Experimental & Avant-Garde

Jazz, Lounge, & Cabaret

Rock & Pop



Soul, Funk, R&B, & Hip-Hop

World, Latin, Reggae, & Reggaeton

SUNDAY 13

Blues, Folk, & Country

Classical & Opera

Jazz, Lounge, & Cabaret

Rock & Pop

World, Latin, Reggae, & Reggaeton

Blues, Folk, & Country

Gospel & Vocal

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

World, Latin, Reggae, & Reggaeton

MONDAY 14

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

Blues, Folk, & Country

Jazz, Lounge, & Cabaret

Rock & Pop

TUESDAY 15

Blues, Folk, & Country

Jazz, Lounge, & Cabaret

Rock & Pop

Blues, Folk, & Country

Experimental & Avant-Garde

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

WEDNESDAY 16

Blues, Folk, & Country

Experimental & Avant-Garde

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

World, Latin, Reggae, & Reggaeton

Blues, Folk, & Country

Experimental & Avant-Garde

Jazz, Lounge, & Cabaret

Rock & Pop

Soul, Funk, R&B, & Hip-Hop

World, Latin, Reggae, & Reggaeton

THURSDAY 10

FRIDAY 11

SATURDAY 12

SAN FRANCISCO

SUNDAY 13

EAST BAY

SAN FRANCISCO

MONDAY 14

EAST BAY

SAN FRANCISCO

TUESDAY 15

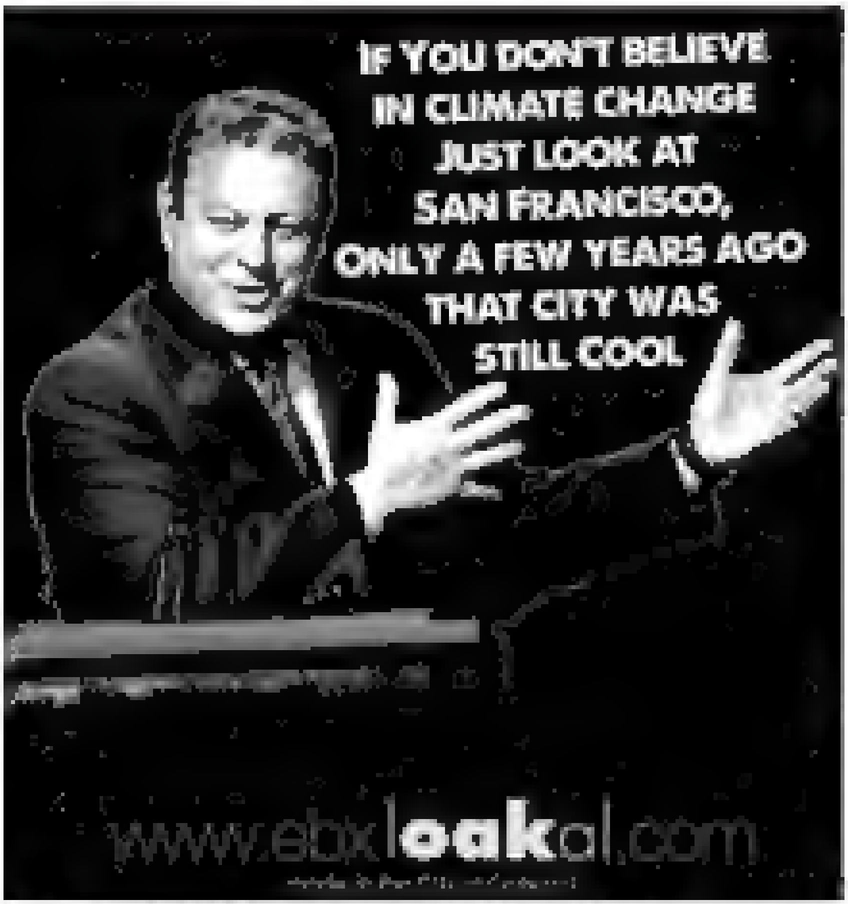
EAST BAY

SAN FRANCISCO

WEDNESDAY 16

EAST BAY

SAN FRANCISCO



Guys

Hiring a domme is "A-Okay."

By Dan Savage

EAST BAY EXPRESS

CLASSIFIEDS

Contact Us:

Online:

Ad Deadline:



EAST BAY EXPRESS

BULLETIN BOARD